

INFORMATION REPORT

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SUPPLEMENT TO
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1. When the German forces retreated, the Northern Shipyard Zaved No 61 in Nikolayev (46°58'N/32°00'E) was thoroughly destroyed, but reconstruction was immediately started in 1944. The removal of rubble took until 1947 at which time reconstruction work started. Old buildings, which had been left standing, showed an inscription indicating the year of 1840. One Petrik or Petri (inu) was said to hold a prominent post in the shipyard. However, it was not definitely clear whether he was the general manager of the shipyard or head of one of the two firms entrusted with reconstruction work. (1)
2. The two pre-war slips were fitted with a building-like scaffold and a flat concrete roof which rested on pillars of iron framework and was equipped with overhead traveling cranes. When the German forces retreated, they blasted the frame pillars about 2 meters above the ground, with the result that the entire framework resting on them sagged. In November 1948, the entire sagging portion, including the roof, was raised by means of hydraulic presses. The pillars were again placed on their stumps and coupled together and the total height of the scaffold was raised 9 meters higher than before. (2) The bridge spanning the Ingul River west of the shipyard was there in 1945. It is a typical wooden road bridge with pillars 3 meters apart and a headway under the bridge of 2 meters. The middle section is removable by means of two pontoons, thus allowing vessels to pass. A foot bridge linking the northern and southern portions of the shipyard across the river spanned the Ingul River just east of the slipways. This foot bridge also rested on pontoons and was apparently removed intermittently and stowed on the south bank of the river.
3. The outfitting quay for new ships with a concrete quay wall extended west of the slipways. Three or four newly built destroyers were observed there from about 1948. They were equipped with engines, internal fittings and guns. The guns came by rail and were covered with tarpaulins making it impossible to see details. Only once, when one of the tarpaulins was blown away by the wind, could it be seen that their caliber was between 120 and 150 mm and the barrel length was about 6 or 7 meters. The guns arrived fitted on their mountings. Unloaded in workshops along the quay, they were transported to the quay and lifted aboard by traveling cranes. Engine parts, pipings, and other items were placed aboard in the same manner. Some of these parts were made in the workshops of the shipyard; others arrived on railroad cars and many of them were still packed in large boxes. Three warships of unidentified types were seen

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lying beside this quay in the summer of 1943. They put to sea after staying about two weeks. An alleged former German battleship was in the floating dock in the western shipyard in the summer of 1943 to undergo repair to her propellers for about two weeks. It was said that only one third of her length was in the dock which, during the work period, was submerged in the water with the dock sides only 2 or 3 meters above the water level. In the summer of 1943, a submarine was also seen undergoing repairs in the floating dock. Beginning in 1943, there was a continuous flow of vessels; destroyers and cargo barges were docked there. (3) Submarines and gunboats were drydocked.

4. Beginning in January 1943, destroyers were constantly under construction on the slips after the latter were renovated. The first destroyer was said to have been launched on 27 December 1943. Russian workmen stated that, beginning 1942, destroyers will be completed at intervals of 3 or 4 weeks per unit. During the period from late 1943 to May 1949 as many as 20 launchings were observed in the shipyard, including 5 or 6 newly built destroyers seen in the floating dock. The numbers on the destroyers included 11, 13, 25, 26 and 28. The hulls of the newly built destroyers were apparently somewhat less streamlined and had a higher bow than the destroyer Sobrazitelny. Soviet sailors said that the new destroyers were propelled by turbines and had no mine-laying equipment. The destroyer Sobrazitelny was in the shipyard from 1946 to 1947, almost a year. Soviet sailors stated that the boilers of this destroyer were to be converted from coal burning to oil burning.
5. Four one-man submarines were seen lying near the western bridge last in May 1949. In 1945 they were temporarily set ashore by crane, but no work seemed to be done on them, and it could not be stated whether they were captured vessels or had been built in the shipyard. A large number of small vessels was also observed especially at the berths on the northern bank. They were identified as patrol vessels, escort vessels and gunboats. It was not possible to determine whether and where these boats were built in the shipyard.
6. There was no building of submarines prior to May 1949. However, from a cylinder shaped frame which, according to Russian workmen was to be utilized in submarine construction, it was concluded that the construction of submarines would begin not later than 1949. (4) From the fact that, with a few exceptions, PWs were no longer employed in the more important sections of the shipyard, it was concluded that important construction work, such as submarine building, was to be carried out there.
7. The entire shipyard was surrounded by a stone wall and barbed wire. There was no entry except by permit. The materiel depot for guns and periscopes for submarines, east of the shipbuilding shop, as well as one of the shops in the western part, a forge or foundry and, at the time of launchings, the vicinity of the slipways were closely guarded by shipyard police.
8. Crews and officers of ships under repair and skeleton crews of new vessels were billeted in barracks on the northern bank. Admirals wearing one broad and three smaller sleeve stripes were also seen in these barracks.

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Comments.

- (1) For layout sketch of Northern Shipyard Nikolayev, see annex.
- (2) [REDACTED]

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Judging from this observation and the average beam of a destroyer, it may be assumed that there are two slips, each 30 meters wide, and three hulls can be built side by side on either slip. Only then would

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it be possible to launch one destroyer every 3 or 4 weeks. [REDACTED] stated that the finished hulls were launched into the water on rollers. This seems improbable with destroyers, especially as the replacement of slip floors and the existence of rows of keel blocks were also mentioned. The rollers were probably confused with launching cradles.

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- (3) The dimensions of the floating dock were given as either 70x40x7 to 8 meters or 70x30x10 meters. These figures obviously refer only to the walls of the dock. Data concerning dimensions of the dock and its use were conflicting and made it impossible to determine whether it pertained to a drydock for capital ships or only for destroyer size vessels.
- (4) These frames are presumably molds for the construction of pressure hulls.

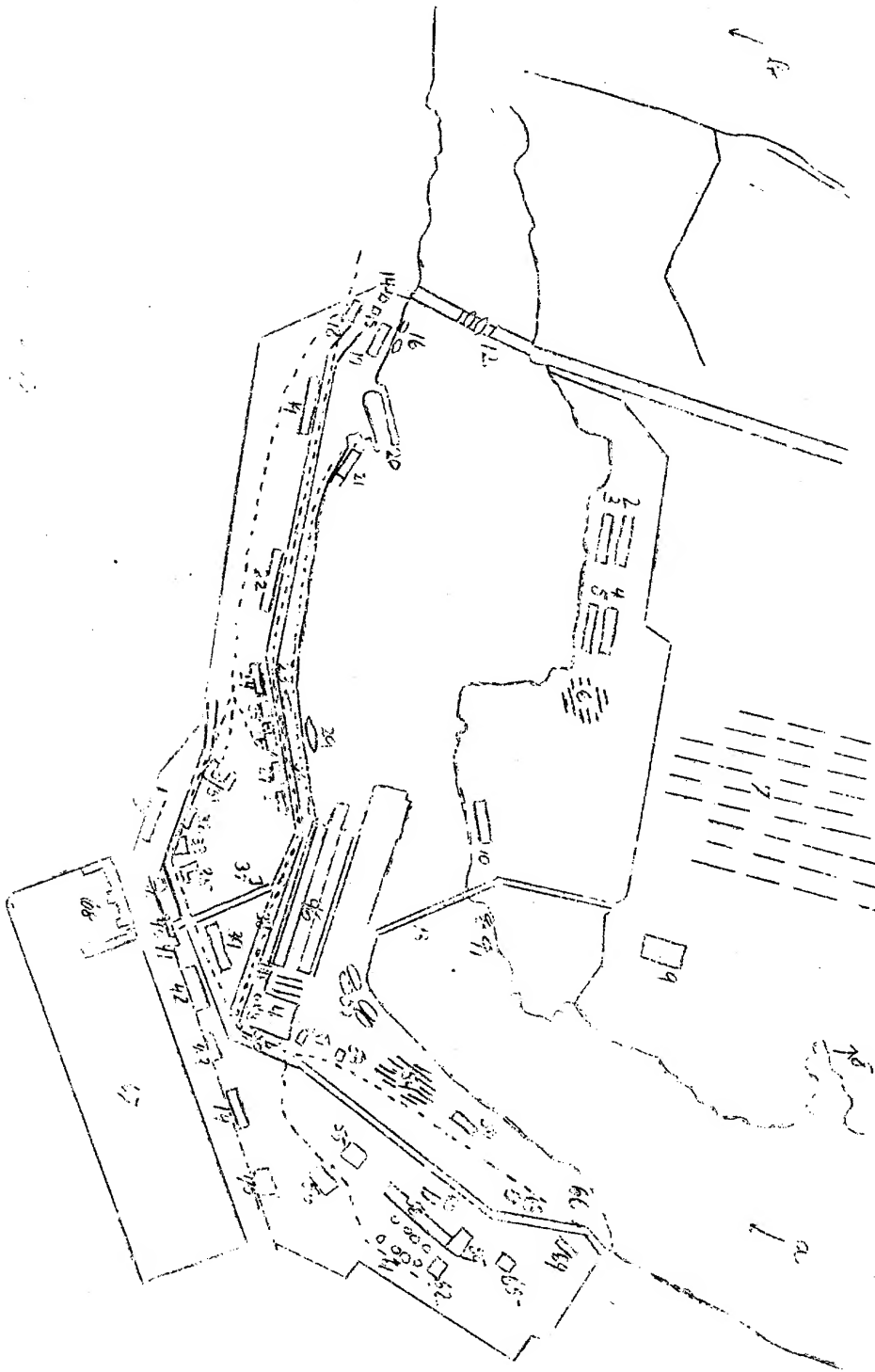
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Attachment



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[REDACTED]
AttachmentLegend:

- 1 Airfield (seaplane base?)
- 2 Forge, about 80 x 25 meters with saddle roof of concrete slabs, a large gate at the eastern end and large windows in the north wall. In May 1949, it contained only a large steam hammer. There was no production.
- 3 New hall, begun in 1948 and with concrete foundations laid in May 1949.
- 4 Foundry, about 80 x 25 meters, iron structure with saddle roof of concrete slabs, with sheet iron smokestack, 4 to 5 meters high, 2 meters in diameter. In the middle of the workshop 2 fire-clay lined gas furnaces.
- 5 New hall, about 80 x 25 meters which, in May 1949, had a concrete foundation, the walls were 1 meter high.
- 6 Scrap heap of Soviet and German airplanes.
- 7 Workmen's settlement with about 30 dwelling units.
- 8 Airfield close to the settlement on the north with 5 or 6 planes including biplanes and multi-engine planes performing mail and messenger service for the yard.
- 9 PT Camp No 7126/1.
- 10 Barracks installation, 2.5 stories, about 60 x 20 meters, close to the river, serving as billets for the officers and crews.
- 11 Berths for escort and patrol vessels.
- 12 Wooden bridge spanning the Ingul River, with wooden pillars 8 meters apart, 2 meter headway and a removable center section on two pontoons. Typical road bridge for heavy-truck traffic.
- 13 Footbridge on pontoons.
- 14 Guard.
- 15 Scales.
- 16 Berths for one-man submarines.
- 17 Storage sheds for iron and copper sheets and ropes, begun and finished in 1948.
- 18 Gate.
- 19 New hall.
- 20 Drydock with pontoon gate.
- 21 Floating dock, walls about 70 x 8 meters, width about 40 meters, painted with red lead.
- 22 Uniform store, tailor shop.
- 23 Administration building.
- 24 Forge with a pneumatic hammer.
- 25 New workshop building, built from 1946 to 1948, having a large boring machine installed in 1948, milling machines and lathes of German origin.

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five annealing furnaces and tube bending equipment.

- 27 Shipbuilding joinery, a new unplastered large stone building with iron frame windows and a tarboard roof.
- 28 Paint shop.
- 29 Ships, including destroyers, lying alongside the outfitting quay.
- 30 Crane tracks for two cranes on the outfitting quay which, in 1948 and 1949, lifted guns and engine parts aboard new destroyers.
- 31 Locomotive shed, repaired and in operation since the summer of 1948, with storage space for two locomotives and a hoisting gear.
- 32 Kitchen and first aid station.
- 33 Joinery, a small stone building, for the making of office furniture.
- 34 Garage for sedans, built about 1948.
- 35 Locomotive shop with locksmith's shop, stone building, 35 x 20 meters, for the production of cogwheels and heavy axles, possibly screw shafts. Equipped with boring, milling and planing machines.
- 36 Fuel dump, a small stone building finished in 1946/1947.
- 37 Office and apartment of the shipyard manager, a stone building finished in 1948.
- 38 Railroad subway.
- 39 Design office, a large stone building, completed in 1946 or 1947.
- 40 Gate house with a barrier.
- 41 Office rooms.
- 42 Ship model making shop, three-story building, 30 x 15 meters.
- 43 Works kitchen, stone building erected in 1945 or 1946.
- 44 Fire station.
- 45 Truck pool with repair shop.
- 46 Two slips, about 300 meters long and with an aggregate width of 80 to 100 meters, demolished at the end of the war, reconditioned in January 1948, roofed with a concrete vaulted roof resting on iron structure, and equipped with traveling overhead cranes. It can be shut off by pontoon gate as are locks.
- 47 Shipbuilding shop, entirely destroyed by retreating German forces, but reconstructed immediately afterward in 1944, an iron structure lined with concrete slag and with saddle roof of concrete slabs. Put into operation in the summer of 1948, equipped with 8 to 10 steel-plate cutters, bending and edging machines, rollers up to 12 meters in length, 4 or 5 annealing furnaces, 5 hammers, acetylene plate cutters, electric planers and welding machines of mole type.
- 48 Large 10 to 15-ton crane and 16x5-ton cranes in the shop.
- 49 Place in the shop where, in the summer of 1948, the cylinder-shaped frame of steel rings, 4 to 7 meters in diameter, steel struts and interconnected T-iron stays, were welded together. In May 1949, the cylinder was about 5 meters long, Russian

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workmen told PTs that the cylinder would be made much longer and would be used for the construction of submarines.

- 50 Template shop for ship plates, begun in 1945, put into operation in 1948.
 - 51 A wooden shed, about 40 x 20 meters, built in 1945, contains 30 naval guns under tarpaulins, periscopes for submarines, marine boilers and captured German machinery in boxes. The building closely guarded by shipyard police.
 - 52 An open construction yard for tugs which was repaired after being destroyed in 1944 and 1945. Tugs were built until 1947 or 1948.
 - 53 Electric power plant, built in 1945 and 1946, with a black roof and one smokestack supplies shipyard and workmen's settlement.
 - 54 Lumber yard.
 - 55 New hall, begun in 1946 or 1947, has concrete foundation completed by November 1948. The unfinished building was ready in May 1949. It is now a brick-lined steel structure serving an undetermined purpose.
 - 56 Main storehouse.
 - 57 Locksmith's shop.
 - 58 Tsekh 8 and forge, begun in 1945 and finished in the spring of 1948, two-story building of tile, 100 x 20 meters. The former is equipped with several lathes for making tools; the latter is equipped with three pneumatic hammers, electric open-hearth hardening furnaces and oil burning annealing furnaces.
 - 59 Forge, closely adjoining Tsekh 8.
 - 60 Kitchen for Tsekh 8.
 - 61 Fuel dump, begun about 1947, with two underground bunkers and about 10 half-sunk fuel tanks, each 1.5 meters in diameter.
 - 62 Sawmill with 2 or 3 frame saws.
 - 63 Oxygen dump, old white plastered building, 15 x 10 meters.
 - 64 Oxygen factory, a white plastered building, built in 1944 and 1945, about 30 x 15 meters.
 - 65 A wooden storehouse with a black sheet iron roof.
 - 66 Scrap dump.
 - 67 Drill ground and parking lot for tanks and trucks.
 - 68 Barracks.
 - a Ingul River.
 - b Bug River.
- Railroad tracks.